

Today's Advertisements.

VICTORIA PRECEPTORY.
AN EMERGENCY MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, Zealand Street, on SATURDAY, the 14th instant, at 3.30 p.m. precisely. Visiting Sir Knights are cordially invited to attend.
Hongkong, 7th January, 1899. [20a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR TAIWANFOO (DIRECT).
The Company's Steamship
"TAKSANG,"
Captain Kent, will be despatched as above on MONDAY, the 9th instant, at 4 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 7th January, 1899. [35a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
The Company's Steamship
"HAITAN,"
Captain Roach, will be despatched for the above Ports, on TUESDAY, the 10th instant, at 4 P.M.
For Freight or Passage, apply to
DOUGLAS, LAIRAK & Co.,
General Managers.
Hongkong, 7th January, 1899. [31a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
The Company's Steamship
"TSINAN,"
Captain Ramsay, will be despatched as above on TUESDAY, the 10th instant, at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
A/R—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 7th January, 1899. [14a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR YOKOHAMA AND KOBE.
The Company's Steamship
"SULTAN,"
Captain Lake, will be despatched as above on TUESDAY, the 10th instant, at 4 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 7th January, 1899. [34a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA (DIRECT).
The Company's Steamship
"TAI LEE,"
Captain H. Kock, will be despatched for the above Port, on TUESDAY, the 10th instant, at 5 P.M., instead of as previously advertised.
This Steamer has Accommodation for Passengers.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 7th January, 1899. [31a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
The Company's Steamship
"CHELYDRA,"
Captain Davies, will be despatched as above on THURSDAY, the 12th instant, at 4 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 7th January, 1899. [32a]

NORDEUTSCHER LLOYD.
NOTICE.
STEAM TO YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the ISLAND SEA).
The Company's Steamship
"HOENZOLLERN,"
Captain E. Woltersdorff, will leave for the above Ports on or about FRIDAY, the 13th instant.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 7th January, 1899. [27a]

NORDEUTSCHER LLOYD.
NOTICE.
STEAM TO SHANGHAI AND KAUTSCHAU.
The Company's Steamship
"PREUSSEN,"
Captain R. Heinze, due here with the outward German Mail about the 13th instant will leave for the above places about 24 hours after arrival.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 7th January, 1899. [27a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).
STEAM TO SHANGHAI AND KOBE.
The Company's Steamship
"GISELA,"
Captain F. Mosca, will leave for the above places on SATURDAY, the 14th instant, A.M.
For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, 7th January, 1899. [30a]

OCEAN STEAMSHIP COMPANY.
FOR KUDAT AND SANDAKAN.
The Company's Steamship
"DEUCALION,"
Captain Branch, will be despatched as above on SATURDAY, the 14th instant, at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 7th January, 1899. [13a]

Today's Advertisements.

THEATRE ROYAL CITY HALL.
THE HONGKONG AMATEUR DRAMATIC CLUB
will produce a Pantomime entitled,
"THE YELLOW DWARF,"
or
"HARLEQUIN THE KNAVE OF HEARTS,"
and the
"FAIR PRINCESS."
On the following dates—
TO-NIGHT, 7th January, 1899.
MONDAY, 8th " "
WEDNESDAY, 10th " "
SATURDAY, 14th " "
The TICKET OFFICE at the Theatre will be OPENED and Seats can be booked from 10 A.M. to 4 P.M., every day; SUNDAYS and GENERAL HOLIDAYS excepted.
DOORS OPEN EACH EVENING, at 8 P.M.
PERFORMANCE at 8.30 PRECISELY.
Stalls and Dress Circle \$3
Pit 1
Half Price to Soldiers and Sailors in uniform to the Pit.
Late Trains to the Peak a quarter of an hour after fall of the curtain.
E. W. MITCHELL,
Hon. Secretary.
Hongkong, 7th January, 1899. [14a]

VICTORIA ENGLISH SCHOOL.
"CRAIGENOWER,"
Caine Road.
SCHOOL duties will be resumed for the new Term on MONDAY, the 9th instant at 9 A.M.
Hongkong, 7th January, 1899. [38a]

KOWLOON WATER SUPPLY.
OWING to the scarcity of water, the supply in the Public Mains in KOWLOON PENINSULA will be turned on from 6 A.M. to 6 P.M. only, until further notice.
R. D. ORMSBY,
Water Authority.
PUBLIC WORKS OFFICE,
Hongkong, 7th January, 1899. [37a]

GOVERNMENT NOTIFICATION.
INFORMATION has been received from the Military Authorities that ARTILLERY PRACTICE will take place from SYWAN HILL (near Lyenun), between the 17th and 19th of January, 1899, in a Southerly direction over a land range, against spurs on Mount Parker; and also in a South-Easterly direction over a land range on to a hill.
All persons are warned to keep clear of the ranges, which will be indicated by Gunners placed on picket for that purpose, whilst practice is being carried out.
All persons are, moreover, warned, that any unexploded shell should not be touched.
By Command,
T. SERCOMBE SMITH,
Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 3th January, 1899. [39a]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co's Steamship
"BENGAL,"
FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo—
From London, S.S. Co. S.S. Himalaya and Shannon.
From Australia, S.S. India.
From Persian Gulf, S.S. B. I. S. N., and B. & P. S. N. Co's Steamer.
Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.
Goods not cleared by the 13th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be received.
H. A. RITCHIE,
Superintendent.
Hongkong, 7th January, 1899. [11w 5]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.
The Company's Steamship
"CHELYDRA,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after Noon, the 10th instant will be landed at Consignees' risk and expense into Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 7th January, 1899. [36a]

STAMPS.
GRACA & Co.
DEALERS IN
ASIATIC AND FOREIGN POSTAGE STAMPS.
HONGKONG HOTEL.
Packet of STAMPS for CHRISTMAS PRESENTS, HAND-PAINTED POST CARDS of Chinese Life, the most suitable CHRISTMAS SOUVENIRS, ALBUMS, CATALOGUES and all other PHILATELIC REQUISITES.
Prices to suit all Customers.
Hongkong, 17th December, 1898. [1487]

Intimation.

A. S. WATSON & Co., LIMITED.
WINE AND SPIRIT MERCHANTS.
ESTABLISHED 1841.
SCOTCH WHISKY.
A.—THORNE'S BLEND, White Capsule \$10.80
B.—WATSON'S GLENORCHY MELLOW BLEND, Blue Capsule, with Name and Trade Mark 10.80
C.—WATSON'S ABELOUR-GLENLIVET, Red Capsule, with name and Trade Mark 12.00
D.—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule 14.40
E.—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, Gold Capsule 15.00
THORNE'S BLEND and WATSON'S GLENORCHY are high class Soda Whiskies, of greater age than most brands in the market.
ABELOUR-GLENLIVET is a very old Peat Whisky, (smoky) and could not now be replaced in stock at the price.
D is well known for its fine flavour.
E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.
A. S. WATSON & Co., Limited,
THE HONGKONG DISPENSARY.
Established 1841.
The Hongkong Telegraph
HONGKONG, SATURDAY, JANUARY 7, 1899.
NOTES AND COMMENTS.
The Philippine question appears to be developing with some degree of rapidity at the present moment and we note with regret that the trend of affairs does not seem to indicate a peaceable settlement of the points at issue between the Philippines and the United States Government. As we have repeatedly stated in our columns the question of the recognition of the Philippines is one of exceeding delicacy and any hasty action one way or the other on the part of the Americans is to be greatly deprecated. The Philippines have hitherto acted with a wonderful amount of moderation and the fact of their having done so and having also petitioned for an impartial commission be sent to the Philippines to look into matters and judge of the suitability of the Philippines for a certain measure of self-government lends colour to the supposition that an amicable settlement may yet be arrived at.
Were a commission to be appointed to enquire into the question of the suitability of the Philippines to have a voice in the management of the affairs of the islands we do not say that it would result in the Philippines obtaining all that they ask. It might or it might not. At least it could do no harm and would show the Philippine leaders that the people of the United States were not desirous of rushing matters through and of settling the Philippine question without granting those most interested a hearing. We believe that the Philippines would be grateful for the hearing allowed them and that even if the Commission did not see fit to grant the whole of their demands that a satisfactory arrangement might easily be arrived at by means of mutual concessions. The Philippines claim that all they ask is the adoption of the principle "no taxation without representation" and if this is the sum total of their demands we cannot see that they are excessive or unreasonable.
It is exceedingly unfortunate that the massacre of Spaniards in Balabac, if true, should have occurred at the present juncture, when the fate of the Philippines is, as it were, hanging in the balance. This massacre will, we fear, go far towards damaging the case of the Philippines both in the United States and in Europe. It will be said that if these things occur in Balabac they may take place in Luzon also and the Philippines will get all the credit of the outrage just reported. Such a conclusion is manifestly an unjust one. The Philippines are no more directly responsible for the action of the natives of Balabac than a leader of a London strike would be for a riot in Madrid. The natives of Balabac cannot for a moment be compared with Aguinaldo and his compatriots. The former have never been really under Spanish sway; they belong to a very distinct race and have by no means reached the stage of civilization attained by the majority of the Philippines. They belong to the old pirate tribes who even forty years ago were still the

terror of the Sulu Sea and were making periodical raids upon the coast of Borneo. They may be described as born pirates, for the old predatory instincts have never been stamped out from among them as has been the case with the Philippines.
The Reuter's telegram which we publish to-day, stating that it is probable that AGUINALDO may be arrested if he refuses to disarm the Philippines, does not look as though a peaceable settlement of matters was contemplated by the United States, and we are exceedingly sorry that such a statement should have been made, and earnestly trust that it may prove to be erroneous. We do not think that any such high-handed action should be attempted at the present time, as it can only lead to complications and bloodshed. It has been stated that there are divisions in the Philippine camp which may make matters easier for the Americans, but any such action as an attempt to arrest the Philippine leader cannot fail to cause his followers to forget their own little differences and bickerings in the common cause and will certainly tend to increase any bitterness that they may feel against the Americans. The arrest of AGUINALDO, will prove no easy matter either, we imagine, and the news, having been wired by Reuter, will put him and his followers on their guard and may possibly result in actual hostilities commencing, which might otherwise have been easily avoided.
To take another view of the matter, the Philippine troops in Luzon at the present moment greatly outnumber those of the United States. We have the authority of the Times Correspondent for stating that they are well drilled and well equipped, and as this was said of them a couple of months ago, it is only reasonable to suppose that their armament and organization has been improved in the interim. The United States, it is true, have reinforcements on the way to Manila, but were the Philippines to commence hostilities immediately they could do an immense amount of damage and sacrifice many valuable lives long before the American reinforcements could possibly arrive upon the scene. Then, too, the question arises, are the Americans in a position to at present dictate terms to the Philippines? They can control the Bay of Manila and the coast ports of the archipelago by means of their fleet, but ashore we do not think that they can do much more in such a difficult country than stand on the defensive and unless an offensive attitude can be taken it is very little use attempting dictating terms to anyone.
We do not pretend to hold a brief for the Philippines. We are just as ready to point out their mistakes and condemn them as to praise them when occasion arises. We do think, however, that the United States Government does not understand the class of people with whom they have to deal. Prior to the outbreak of the Spanish-American War popular knowledge on the subject of the Philippines and the Philippines was practically a minus quantity, and a sufficient time has not elapsed yet for this state of affairs to be remedied. In all probability nine-tenths of the people of the United States look upon the Philippines as a mere race of savages, on a par with the despised North American Indian. But that is manifestly not the case. The lower classes are certainly to a great extent uneducated, but so were the lower classes of Europe and the United States fifty years back. The Philippine middle classes are fairly well educated and the upper classes, to which AGUINALDO and his confederates belong, are gentlemen of high intelligence and exceptional attainments. It is to the upper classes of their own people that the Philippines will look for guidance and they, being men of mark, can mould them as they wish. It is not a case of an uneducated rabble of semi-savages placing themselves in opposition to constituted authority, but a group of well educated and courteous gentlemen, trained in modern sciences and arts, who have plenty of raw material at their disposal to thoroughly organize and carry out a campaign, resolving to fight for what they consider to be their rights.
The great interests at stake in the Philippines must not be lost sight of either. Much foreign capital is invested in the islands and of this the British have a full share; fully 50 millions sterling. The recommencement of hostilities will further disorganize trade, and besides causing all capital invested in the islands to lie idle, occasion great losses and probably ruin to many. The industries of the country, which have suffered so greatly during the rebellion and subsequent war, and which can hardly as yet be said to have recovered to any very appreciable extent, will be once more arrested in their development and the trade and prosperity of the place will be thrown back several years. And the worst of it is that it will not be upon those actively engaged in warfare that the full brunt of the misfortunes of war will fall. Thousands of peaceable persons will be thrown out of employment, crops, villages and even flourishing cities will be destroyed and the land laid waste over large areas where before all was peace and contentment. When these things are taken into consideration it is earnestly to be hoped that no rash steps will be taken by either party to precipitate matters. A little forethought, diplomacy and consideration may well settle the vexed question of the future of the Philippines; but war can only bring discontent and ruin and great losses in men and money by the United States, who seem reluctant to profit by the lessons in the art of colonization which we have learned as the result of centuries of experience.

REUTER'S TELEGRAMS.
THE DREYFUS AFFAIR.
LONDON, January 3th.
The Court of Cassation has summoned Major Esterhazy as a witness.
AMERICA AND THE PHILIPPINES.
INSURGENTS.
It is stated in Washington that an attempt will probably be made to arrest Aguinaldo if he refuses to obey the command that the Philippines disarm and disband within a reasonable time.
LOCAL AND GENERAL.
The King's Own go under canvas at Kowloon on Monday next.
For assaulting a police constable Edward Stapleton was fined \$3.
The football match, Scotland v. the World, was won by the World by 3 goals to 0.
The Japanese Concession at Hankow has been marked out by the commissioners of Japan and China.
The fire which broke out in the Coal Mine at Otsuji, Fukuoka prefecture, on the 15th ulto, continued until the 23rd, and destroyed about 600 *tan* of coal.
The doubling of the Sanyo Railway line has been completed and the work has been inspected by the Government authorities. It was to be opened on the 1st January.
A new public school building in Chicago has been named after Admiral Dewey, and the board of education in that city has set apart the first school day in May to be observed as Dewey day.
It is amusing to note the causes which go to influence the fashion of ladies dress. The Times reports that Lady Harberton thinks that tuberculosis is greatly assisted by the ladies who drag their skirts through the filth of the streets. As a consequence, within six months we shall not be at all surprised to see ladies of fashion wearing short dresses—and all through a microbe.
The manager of the Hongkong branch of the Equitable Life Assurance Society of the United States has received a telegram from New York, announcing that on Tuesday, the 3rd inst., the Society received applications for new assurances to the amount of over five million gold dollars. This constitutes the largest amount of business received in any one day during the Society's existence.
It appears, remarks a New York paper, that Queen Victoria recently expressed her views on the marriages of members of the English aristocracy with American girls. She confessed that she at first viewed these unions with "no little anxiety," but added that her fears have since been completely allayed, and the Queen now thinks that American girls, from the breadth of their education, independence, and rapidly changing life, are better able to adapt themselves to a new environment than the more stereotyped English girls. The Queen also thinks it unfair to insinuate that mercenary motives are the frequent cause of the marriages of impoverished nobles to American heiresses. Now, who was the person who impersonated Her Majesty in this choice interview?
Messrs. Benjamin, Kelly and Potts in their *Weekly Share Report* state:—Banks.—Hongkong and Shanghai Banks have ruled much firmer, and after a small sale at 248 per cent. premium, have advanced to 253 per cent. premium with sales and further buyers. The London quotation is £54. Bank of China and Japan shares (£4 paid up) were sold in Shanghai at £1 Nationals are obtainable at \$17. Marine Insurances.—Unions are offering at \$230. China Traders have changed hands at \$624 and \$63. Fire Insurances.—China Fires are enquired for in small lots at \$89. Hongkong Fires are steady at \$320. Shipping.—Hongkong, Canton and Macao Steamboats have been sold at \$264 and more can be placed at the rate. Douglas Steamships have strengthened and have been done at \$53. Indo-Chinas have changed hands at \$60, \$61 and \$62, closing with sellers at the latter rate. Star Ferries have been negotiated at \$10, and close with buyers at \$104. Refineries.—China Sugars have been dealt in at rates between \$168 and \$171, and are obtainable at the latter rate. Luzons are quoted at \$55. Mining.—Punjoms have been sold and are wanted at \$6; the Preference shares have changed hands at \$150. Rafts continue to advance and have been placed at various rates, and up to \$30 has been paid, the market closing steady. Charbonnages are wanted at \$115. Felebus have been done and are in demand at \$44. Queen Mines have been fixed at 70 and 75 cents, and are wanted at the latter quotation. Great Eastern and Caledonians have been booked at \$74. Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have improved slightly and sales have been effected at 288 and 290, and there are now buyers at 291 per cent. premium. Kowloon Wharf shares are wanted at \$77. New Amoy Docks are enquired for at \$15. Lands, Hotels and Buildings.—Hongkong Lands have been fixed at \$74 and are in small demand. Hongkong Hotels are steady at \$72. Humphreys' Estate have been done at \$84. West Points are offering at \$19. China Providents have been sold at \$104. Cotton Mills.—No business to report in stocks under this heading. Miscellaneous.—Green Islands Old have been booked at \$26 and \$26½; the New shares have also changed hands at \$24½, \$24½, \$25 and \$25½ (including the \$10 call due 1st instant) and are wanted at the latter rate. Ice is weak with sellers at \$120. Electrics are quiet at \$16. A. S. Watsons have been sold at \$121.

A LARGE fire occurred at Fochow on the 22nd ulto. The outbreak occurred in a Chinese house occupied by singing girls next to Malcampo & Co's godown and destroyed sixteen houses. No casualties are reported.
THE issue of convertible notes by the Bank of Japan amounted, on the 27th ulto, to yen 12,600,000 over the prescribed limit. It is said the Bank has applied to the Authorities for permission to issue yen 15,000,000 to meet the requirements of the season.
THE *Pinnang Gazette* is responsible for the statement that an influential company has been formed in London for the purpose of opening sugar estates at different centres in the Malay Peninsula. The company is to erect factories for working their own cane, and that of planters; to make advances; and to purchase canes or juice. Mr. John Bruce, of Dyram, has already commenced operations; Mr. Stothard, of Caledonia, will probably be the manager, and the promoters of the Company are Sir John W. Ramsden, Messrs. Boustead & Co., and Mr. John Turner.
WATER RETURN.
Level and Storage of Water in Reservoirs on the 1st January.
LEVEL.
1898. 1899.
Tytam..... 3 ft. 5 in. below 11 ft. 9 in. below
Pekulam..... 6 ft. 10 in. below 10 ft. 10 in. below
Pekulam..... 6 ft. 10 in. below 10 ft. 10 in. below
STORAGE GALLONS.
1898. 1899.
Tytam..... 3,562,500 292,300,000
Pekulam..... 6,780,000 33,880,000
Total..... 10,342,500 332,180,000
Consumption of Water in the City of Victoria and Hill District during the month of December.
1897. 1898.
Consumption..... 83,850,000 98,241,000 gallons
Estimated population..... 192,500 198,000
Consumption per head..... 14.1 16.0 gallons per day
Consumption of Water in Kowloon Peninsula during the month of December.
1897. 1898.
Consumption..... 6,079,000 6,914,000 gallons
Estimated population..... 25,200 26,400
Consumption per head..... 7.8 8.4 gallons per day
The Government Analyst reports that the water is of excellent quality.
R. D. ORMSBY,
Water Authority.
THE ABANA REEF.
The following is the exact position of the reef upon which the ill-fated ship *Abana* struck, near Labuan, in the early part of December.—Brunei Cliffs S 54° W Pelong Rocks S 35° W Pulau Dahat (highest point) N 59° E; Barong Island "just on" with Great Rasakan Island; least water spring tides, about 21 to 22 feet. These bearings were taken while anchored over the reef by Capt. Bask of the *Aing Hin*, and Captain Smith of the *Abana*.
The *Mercury*, with her salvage crew were working hard at the wreck (December 20th) the *Aing Hin* acting as tender between Labuan and the wreck. It was impossible then to form any opinion of the success of the salvage operations but the party are sanguine of being able to get her off and bring her to Singapore.
The reef is right in the fairway and very dangerous. It certainly ought to be marked, by beacon or buoy, the former for choice. The discoloration of the water is not discernible as the prevailing colour of the water in Brunei Bay is a light dirty green.—*Straits Times*.
PROGRESS IN KEDAH.
We are informed that the wise policy, recently adopted by the Siamese government, of placing the Malay provinces of Siam and Perlis under the administration of the Kedah authorities has already borne good fruit. Chinese pepper planters and traders are flocking to the districts mentioned, and the general farm of Sital, which for many years has brought in an income of only \$10,000 a year, has now been taken over by the captain of the Chinese of that province and his brother at \$26,000 *per annum*. This, we think, speaks volumes for the confidence felt by the public in the fair-dealing and protection to be expected from the Kedah authorities.—*Pinnang Gazette*.
ABOLITION OF EXPORT DUTIES IN JAPAN.
The *Kobe Herald* of the 29th ulto, says:—It is evident that the Government intends to abolish the export duties, as the General Budget for the next fiscal year, which has been submitted to the Diet by the Government does not contain any mention of this source of revenue. As to the date on which the duties will be removed, considerable doubt prevails. Some say the 1st of January next, others the 1st of April next, the beginning of the next fiscal year. Others again think it will be the day on which the revised treaties go into effect. It is now reported to us, says the *Asahi*, that the Government has decided on the 1st of April next, and will submit to the Diet a bill to this effect early next year.
AMOK IN PERAK.
GRUESOME DETAILS.
The *Perak Pioneer* describes an amok at Bhotia in that State, under the following terrible circumstances. A Malay, named Ghafur fell out with his wife and the latter took steps to secure a divorce. The result was that, on the 14th instant, the husband took his two little children to his wife's house. There they disputed about the custody of the children until the husband cut matter short by killing first the children and then the mother. The mother-in-law interfered and was cut down. The grandmother-in-law was killed next. The amok runner then murdered his sister-in-law. He next turned upon the neighbours and stabbed a woman to death. He then made off and came upon an old man in the jungle and murdered him by stabbing him in the back and burnt down his hut. He also set fire to the house in which his wife was living. The amok runner then took to the wilds, and has so far eluded a posse of Police sent in pursuit.

WEATHER REPORT.

The Observatory report says:—On the 7th at 11.55 A.M. the barometer continues to fall on the China coast. Pressure appears to be now highest over Japan. Gradients slight to moderate. FORECAST:—Moderate or fresh N. E. to E. winds; fair.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS, FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU	YOKOHAMA, KOBE, KURE, and MOJI	THURSDAY, 14th January, at 4 P.M.
TENSHIN MARU	YOKOHAMA, KOBE, and YOKOHAMA	THURSDAY, 12th January, at 4 P.M.
De la Lande	YOKOHAMA, KOBE, and YOKOHAMA	THURSDAY, 19th January, at 4 P.M.
KAGOSHIMA MARU	YOKOHAMA, KOBE, and YOKOHAMA	THURSDAY, 19th January, at 4 P.M.
R. Naniwa	YOKOHAMA, KOBE, and YOKOHAMA	THURSDAY, 19th January, at 4 P.M.
KANUGA MARU	YOKOHAMA, KOBE, and YOKOHAMA	THURSDAY, 19th January, at 4 P.M.
E. W. Haswell	YOKOHAMA, KOBE, and YOKOHAMA	THURSDAY, 19th January, at 4 P.M.
SAGAMI MARU	YOKOHAMA, KOBE, and YOKOHAMA	THURSDAY, 19th January, at 4 P.M.
J. Nagao	YOKOHAMA, KOBE, and YOKOHAMA	THURSDAY, 19th January, at 4 P.M.
INABA MARU	YOKOHAMA, KOBE, and YOKOHAMA	THURSDAY, 19th January, at 4 P.M.
W. Bainbridge	YOKOHAMA, KOBE, and YOKOHAMA	THURSDAY, 19th January, at 4 P.M.
KINSHU MARU	YOKOHAMA, KOBE, and YOKOHAMA	THURSDAY, 19th January, at 4 P.M.
W. Blyde	YOKOHAMA, KOBE, and YOKOHAMA	THURSDAY, 19th January, at 4 P.M.
TOKIO MARU	YOKOHAMA, KOBE, and YOKOHAMA	THURSDAY, 19th January, at 4 P.M.
J. B. Murray	YOKOHAMA, KOBE, and YOKOHAMA	THURSDAY, 19th January, at 4 P.M.

* Through Passenger Tickets and Bills of Lading, issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 6th January, 1899.

MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO.,
SOLE AGENTS.

Hongkong, 9th December, 1898.

J.-J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES

STAMPED ARTICLES

FOR

MILITARY

EQUIPMENT

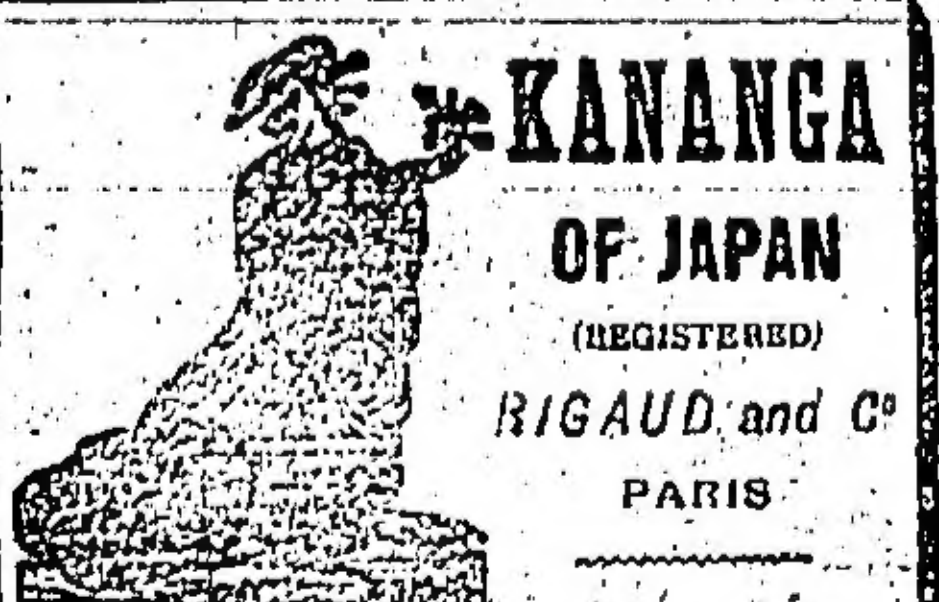
Apply to Messrs DODWELL CARLILL & Co., Agents for M. OPPENHEIMER & Co., Paris

WANTED.

WE pay highest cash prices per hundred or per thousand for current or obsolete issues of POSTAGE STAMPS of China, British Colonies, &c.; either used or unused. Rare old stamps especially desired and for which best prices will be paid. Remittances always first mail after receipt of consignments. KOLONIA STAMP CO., DAYTON, OHIO, U.S.A. [1162]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
Te-Hung Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a specialty.
Hongkong, 22nd September 1898. [45]



Kananga Water the most delightful Toilet Water. It renders the skin firm, relieves mosquito bites and imparts a delicate fragrance and feeling of comfort and freshness.

New Sensations in Perfumery
RIGAUD'S KANANGA EXTRACT
RIGAUD'S WHITE ROSE
RIGAUD'S MELATI EXTRACT
RIGAUD'S IKORA D'AFRIQUE EXTRACT
RIGAUD'S LILY OF THE VALLEY EXTRACT
RIGAUD'S YLANGYLANG EXTRACT
RIGAUD'S BANTAM EXTRACT
RIGAUD'S JASMINE or Chamelle EXTRACT
8, RUE VIVIER, 8, PARIS



ANTI CORROSIVES
ANTI FOULINGS

MANUFACTORY
all sorts of
OIL PAINTS and COLOUR-WASH
PREPARED IN ALL COLOURS
TO SUIT PURCHASERS.
GENERAL AGENCY,
BAILEY'S ENGINEERING AGENCY,
17, PRAYA CENTRAL.
Hongkong, 14th May, 1898. [29]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

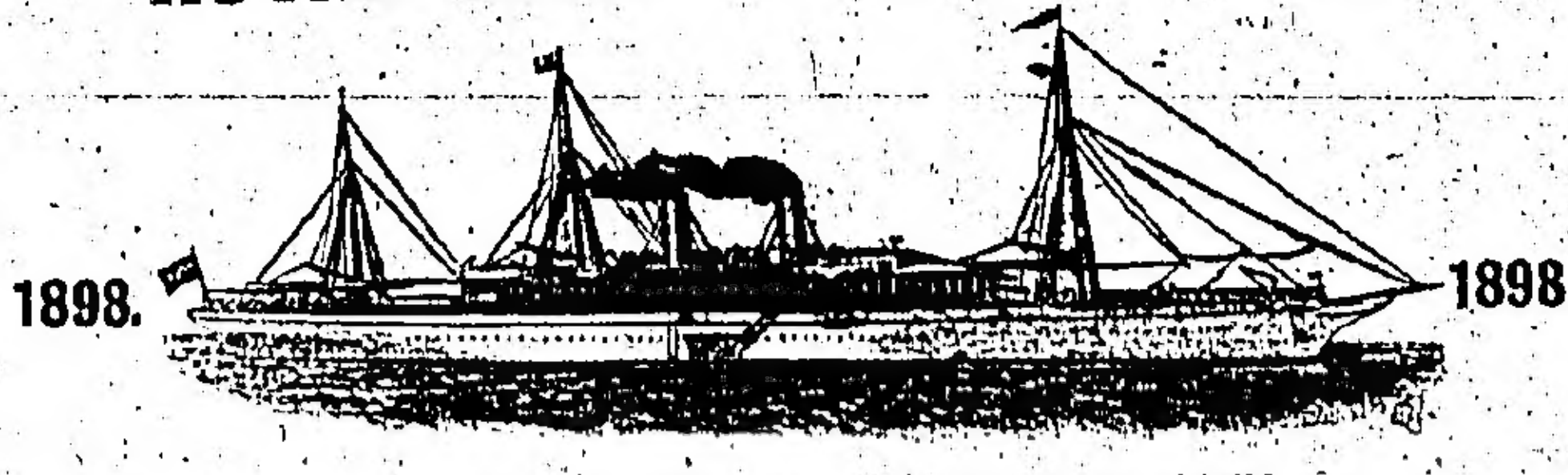
JEYES
FLUID
THE BEST
DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings
Hongkong, 9th March, 1897. [11]

SIEN TING
SURGEON DENTIST
No. 10, JACQUILLAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898. [43]

THE LEADING CATERERS.
COMPARE OUR
M E N U, BILLIARD TABLES and
LIQUORS to all others.
THE GRILL ROOM.
Hongkong, 1st September, 1897. [39]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 18th Jan., 1899.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 15th Feb., 1899.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 15th Mar., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Padder's Street. [3]

Hongkong, 21st December, 1898.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 13th Jan., 1899.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 7th Feb., 1899.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 4th March, at Noon.

THE Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 14th January, 1899, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and the principal cities of the United States of America. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 16th December, 1898. [1310]

SAILING VESSELS.

FOR NEW YORK.
THE "3/3 A. I. American Ship"

"REUCE"
Captain Adams, having arrived will load here for the above port, and will have quick despatch. For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, 5th November, 1898. [1320]

FOR SAN FRANCISCO.
THE "100 At British Bark"

"QUEEN MARGARET"
Faulkner, Master, shortly expected here will load for the above Port, and will have quick despatch. For Freight, apply to
SHEWAN, TOMES & Co.
Hongkong, 29th December, 1898. [1333]

Hongkong, 3rd April, 1897.

Hongkong, 28th December, 1898.

Hongkong, 28th December, 1898.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C. AND TACOMA. IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Glenora... 3,750 J. McGillivray... Jan. 10.
Olympia... 2,608 J. Truebridge... Jan. 14.
Victoria... 3,502 J. Panten... Feb. 14.
Tacoma... 2,553 A. Dixon... Feb. 25.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Columbia... 2,654 A. Gow... Jan. 28.
Monmouthshire... 2,874 W.A. Evans... Feb. 18.
Lennox... 3,677 Williamson... Mar. 11.

Columbia... 2,654 A. Gow... April 15.

THE attention of Passengers is directed to the very cheap rates offered by the Line. HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £22. Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL, CARLILL & Co., General Agents.
Hongkong, 7th January, 1899. [4]

Consigners.

"BEN" LINE OF STEAMERS.

NOTICE TO BONSIGNEES.

STEAMSHIP "BENLID," FROM ANTWERP, LONDON AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th instant, at 5 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 4th January, 1899. [172]

Hotel.

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers first-class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendants. Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM, Proprietor & Manager.
Hongkong, 3rd April, 1897.

Hongkong, 28th December, 1898.

Hongkong, 28th December, 1898.

Hongkong, 28th December, 1898.

Mails.

NORTH GERMAN LLOYD.

(Freight Service.)

(Taking Cargo at through rates to: AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG AMERICA LINE.

(East Asiatic Service.)



PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ASTORIA	HAVRE, HAMBURG & ANTWERP	About 14th January. Freight.
Hahn	(LONDON with transshipment in HAMBURG)	February. Passage.
D. RICKMERS	HAVRE AND HAMBURG	About 10th February. Freight and Passage.
Pape	(LONDON with transshipment in HAMBURG)	February. Passage.
SARNIA	HAVRE AND HAMBURG	About 15th February. Freight.
Ehlers	(LONDON with transshipment in HAMBURG)	February. Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents, [981]

Hongkong, 27th December, 1898.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Carlisle City... 3,002 J. Jan. 21
Carmarthenshire... 2,929 J. Feb. 14

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO, VIA NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 21st instant.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office, until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, China and Japan. [1330]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 21st Jan., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 16th Feb., at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 14th March, at Noon.

THE U.S. Mail Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 21st January, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of America. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 6th January, 1899. [3]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADED, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Prussia... Wednesday 1st Feb.
Sachsen... Wednesday 1st March.
Bayern... Wednesday 29th March.
Prinze Heinrich... Wednesday 16th April.
Prussia... Wednesday 14th May.

ON WEDNESDAY, the 1st day of February, 1899, at 3 P.M., the Company's Steamship "PREUSSEN," Captain C. Heintze, with MAIL PASSENGERS SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 30th instant. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 31st instant, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 31st instant. Consignments of Freight are required. No Parcel Receipts will be signed for less than £250 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board. For further Particulars, apply to MELCHERS & Co., Agents.
Hongkong, 6th January, 1899. [274]

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